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NOTICE.

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A BOLT THREATENED.

Recent events in political circles will tend to confirm the general impression that the forthcoming Democratic convention at Chicago will result in a split, in the opinion of the Record, the bolting faction being the supporters of the gold standard. In Iowa the Democrats assembled at Dubuque were somewhat embarrassed by the State Central Committee's selection of a single standard man for temporary chairman, but no man and no one speech against the 10 to 1 proposition could prevent the adoption of a platform radically favoring free silver coinage. The Iowa Democrats will lend their important influence to that of the States which have already declared for free silver, and their course will have the moral effect of stimulating similar expressions elsewhere.

Simultaneously with this declaration in Iowa came the announcement that both Comptroller Eckels and the single standard Illinois Democrats whom he had come to succeed have practically given up the hope of securing control of the Peoria convention. The silver men in Cook County have the primaries in hand and will dominate in the county convention. With the amount of silver sentiment which has been manifested in the Illinois county districts and the activity of the forces of Gov. Altgeld, it is hardly to be doubted that the State convention will go for free silver, leaving the other faction of the party to inaugurate whatever belated opposition it may secure upon the plea that the Democracy has not been truly represented.

Taken together, the two recent leading events in Democratic politics give very strong indications that the gold standard element of the party will be unable to voice its views through the Chicago convention.

THE OLD POSTOFFICE.

Treasury authorities of the United States estimated the Federal Building in Chicago as worth at least \$50,000 to the man who would demolish it at his own cost. But it does not seem probable that the government through ordinary agencies will succeed in obtaining its price. These agencies are public advertising. It is well enough to have such advertisements, but the public ought to be able to repose in its officers confidence which would enable them to transact the public business as if it were their own.

When the Treasury Department first asked proposals for the removal of the building the highest bid favorable to the government was \$47,200, but as complications arose in which, to the treasury's mind, there was suggestion of conspiracy all bids were rejected. In response to the new advertisement the highest bid is \$15,519 with the steam-heating apparatus or \$7,380 without it.

The South Park Commission invited proposals for the removal of the World's Fair buildings. They did so not because their charter required them to proceed in this manner, but because on the whole it was deemed best that that course should be pursued. The highest proposal did not exceed \$25,000. The commissioners thereupon took the matter into their own hands, rejected all proposals and instructed their president to enter into negotiations privately. With what result? At public bidding no more than \$23,000 could have been realized. At private negotiation conducted by an honest man, the president of the commission, Mr. Donnersberger, the park district received \$20,000.

If the Federal statute does not restrict the discretion of the secretary

like action might be pursued by the department with beneficial results to the government.—Chronicle.

HOW TO SAVE POSTAGE.

There is a good deal of criticism of Senator Vilas for having quoted the entire speech recently made by Secretary Carlisle in Chicago as a portion of his remarks in the Senate recently, but that was a little trick to enable the Democratic Congressional Committee to circulate the speech as a campaign document at Government expense. As delivered in Chicago the committee would have been compelled to pay postage upon every copy sent out. After it appeared in the Congressional Record as a part of Mr. Vilas' remarks it could be sent under the franking privilege. One hundred thousand copies have been ordered at the Government printing office for general circulation in the sound-money campaign that is now being conducted under the direction of the administration, and the postage upon them would have been at least \$1,000 if not \$2,000. This is a very small order, however, and it will probably be duplicated and triplicated. It is customary for committees to distribute such important speeches by the millions, and then the postage becomes a very important item.

FISHING RIGHTS.

An important decision relating to ownership of interior lake property and what constitutes trespass was rendered recently at Oakbrook by Judge Burnell of the Wisconsin Circuit bench. It is of particular interest to sportsmen, as it defines hunting and fishing rights along the lakes and streams in the interior. If the decision shall be sustained by the Supreme Court of that State it will constitute a leading case and be cited as a precedent of high authority. Illinois, Indiana, Wisconsin, Iowa, Michigan and Minnesota have many small lakes and streams at which sportsmen rendezvous in the open season for hunting and fishing. Numerous incorporated hunting and fishing clubs have bought property on the lakes in all these States for the purpose of acquiring a monopoly of shooting and fishing privileges. Many farms throughout the Northwest are situated at higher values because they border on lakes and water courses. The Wisconsin decision relates to the rights of all classes of owners. In this case the Nepeconauk Gun Club had bought and leased ground adjoining a meandered lake in Green Lake County in that State. The officers of the club prosecuted for trespass several individuals who fished in the lake and hunted duck along its shores, using boats and dogs to capture the birds that they shot. Judge Burnell held that no trespass had been committed. The waters of a meandered lake are public property. The rights of littoral owners extend only to the shore line, not over water nor to the land under the water. Property on the bank of a lake is different in this respect from property on the bank of a river. The owner of river property owns the water and the bed of the river to the center of the channel. If he owns land on both banks he owns the entire section of the river on which his land abuts. If the river is navigable it may be used for public purposes, but the public has a mere easement, not a right of ownership. Local statutes may change this rule in some respects, but where there is no local legislation on the subject the common law prevails. Of course this adjudication is of little interest applied to great streams and lakes. But it is a guide for clubs of sportsmen and for private owners of property on small fishing streams and on the banks of lakes frequented by aquatic fowl. Littoral rights—those relating to property on meandered lakes, extend only to low water mark. Riparian rights, relating to property on a river, extend to the center of the stream. The Wisconsin court confused the two terms, "littoral" and "riparian," but the principle of the law is clearly stated and is of very general interest.

THE CIGARETTE HABIT.

The principals of a large number of Chicago schools were asked as to the prevalence of the cigarette habit among their pupils. The replies to the inquiry constitute a composite picture of a cigarette-smoker. The portrait presented shows a pallid and dull face, a lusterless eye, an elusive and mean expression; in a word, the countenance of a "degenerate." Furthermore, there is a stunted physique, a slovenly appearance and attitude, the general aspect of a bright and blooming youth whose charm is gone. The picture of the dwarfed, distorted, enfeebled mind is likewise full of terrible suggestiveness. The change from interest in study and a faithful discharge of duty to listlessness and downright skulking and rebellion is powerfully set forth. All this is not the testimony of fanatics, but of sober-minded instructors who shudder to see bright boys going down to physical and moral ruin. This Chicago story is merely the story of smaller communities "writ large."

THREE SMALL FISHES.

Doorkeeper Glenn, of the National House of Representatives, has 100 places to be filled under his jurisdiction. He has on file in his office just 14,000 applications for these places, and they have all been sent in since Congress first met last December. This would indicate that the American people had gone mad over political place hunting. It is an unpleasant fact that our political system has brought on grave abuses in government, but it is a question if the effect on individuals has not been worse than the results of the abuses of public office holding. The canker of office holding and place hunting has made useless the lives of thousands of men who would otherwise have given a good account of themselves in the battle of life. The unfortunate may be divided into two classes. There is the man who, having worked for his party, thinks himself entitled to an office and spends more time, energy and money to get it than would suffice to get him a good living at his ordinary occupation. If he gets it he is doomed. The other class is composed of men who, having once held an office, are thoroughly imbued with the mistaken idea that the

city, county, State or nation owes them a living, and that they must be provided with an office during the remainder of their natural lives. It would be a great deal better for the country and for individuals were the abuses and dangers of office seeking and holding and of the spoils system done away with.

OUR NEW NAVY.

It is being contended by some naval authorities that in the Massachusetts we have the most powerful battleship in the world. The British have larger ships, but in thickness of armor and strength of armament they are inferior. Balancing advantages and disadvantages, there have been tact admissions by the British naval experts that the Indiana was, at the time of her construction, the most powerful ship afloat. Many believe that the Massachusetts and the Oregon are her superiors.

WHO'S A DODGER?

Maj. McKinley submitted to an interview at Cleveland the other day and boldly declared that he is a baseball enthusiast and believes heartily in bicycling as a pastime. Persons who maliciously assert that Maj. McKinley is making a canvass of silence and equivocation ought to read his ringing words on these two issues.

EVERYBODY, SHOUT!

Gold men shouting for McKinley; silverites for McKinley; dodgers and straddlers for McKinley. What a howling success the face-all-ways policy has been in the case of the Canton Major.

EAGLES.

Bids were opened for the removal of the inner Hyde Park crib. The city must pay for the removal of the abandoned structure. Fitz Simons & Connel were awarded the contract for \$4,500.

Real estate firms doing business at Austin have formed a real estate board. It is expected that the formation of this organization will tend to create a uniformity of action among the real estate agents. The board was formed on the same lines as the Chicago Real Estate Board. A uniform rate for commissions has been established. Officers will be elected in a few days.

One of the most popular business men in Chicago is Mr. Louis Enright, the well-known engineer, with offices in the Chamber of Commerce Building. The Republicans made no mistake when they nominated Mr. Enright for



the responsible office of County Surveyor, as his reputation both as business man and citizen is such as to command the confidence, respect and admiration of the thinking business men of Cook County. His name adds strength to his ticket. He will undoubtedly receive the suffrages of the best people in the community outside of party lines on account of his strict integrity and eminent ability.

M. C. McIntosh, of Barrington, a lawyer who practices in Chicago, will probably receive the Democratic nomination for Congress in the Seventh District. The Democratic managers are beginning to consider the candidates to be selected in the various districts, and intend to exercise extraordinary caution in nominating Congressmen. Mr. McIntosh is very popular among his neighbors, and will probably have the united support of the northern part of the district. The Seventh is hopelessly Republican, but his friends are confident Mr. McIntosh will poll more votes than almost anybody else the Democrats could name.

A prominent Republican while conversing about drainage matters yesterday said: "I am glad Mr. Eckhardt has about made up his mind that the position of engineer of the board should be filled by a Republican. We have a majority of the board members, and it's high time he recognized the fact that Republicans who were able and efficient should be taken care of as well as Democrats."

What has become of the bond in the sum of \$50,000 of ex-South Town Supervisor Sherlock is a question which is being anxiously asked by the present members of the South Town Board. During his term of office Sherlock paid to Attorney Gibbs \$4,100 on an account presented by the latter. The board refuses to audit more than \$2,500 of the account and is anxiously wondering where the other \$1,600 is to come from. Sherlock's bond, which was signed by the same George A. Gibbs to whom the money was paid, is missing and cannot be found. When last seen it was in the custody of ex-Town Clerk Wright. The fact that the bond was missing was first made public at the meeting of the town board held Monday afternoon. It appears that before Supervisor Sherlock went out of office Attorney Gibbs presented his bill for services rendered during the last year, which amounted to \$5,975. Mr. Gibbs said he would like to have the money and Sherlock finally paid him \$4,100 on account, without waiting for the approval of the other members of the board. When the bill was presented it was referred to a committee consisting of Justices Underwood, Martin and Everett. The matter was still

pending when the present supervisor, S. H. Trude, came into office, and he soon began to look for the bond of his predecessor, but it was not to be found. The Auditing Committee reported in favor of allowing only \$2,500 on the bill, and then Mr. Trude made his statement in regard to the fact that the bond was missing.

The Chicago Bar Association, through its president, E. H. Gary, has tendered a reception and banquet to Justice Brown, of the Supreme Court, who has recently been assigned as presiding justice of the Seventh Circuit, vice Justice Harlan. These are to be held at the Auditorium about June 5, and Justice Brown has delayed a trip to Europe to accept the hospitality. The members of the United States Supreme Court and the Supreme Court of Illinois will be specially invited.

The Grand Jury probably will try to ascertain how many "dummies" have occupied lucrative positions on the payroll of the street department. Luther Laflin Mills, who acted as counsel for the civil service commission in the recent examination into the charges of pay roll stuffing, visited the State's Attorney's office to arrange for an early hearing. As a result the investigation by the Grand Jury of the charges against Foreman James O. Bracken and Assistant Foreman William Henderson will take place as soon as the evidence can be prepared.

Hot words passed between Judge Goggin and attaches of the City Prosecuting Attorney's office after the jury in the case of Kirchaski vs. the city of Chicago had retired to consider its verdict. Judge Goggin denounced the state of affairs in the Attorney's office, disclosed by the revelations in the trial, as monstrous, and declared it to be a school for subornation of perjury. Attorney M. J. Kavanaugh retaliated by saying the Grand Jury had not been fair to the city, and for a time things were lively generally. Mrs. Kirchaski sued for damages, alleging injuries resulting from a defective sidewalk. Thirteen witnesses swore for the city the sidewalk was in good condition, and Attorney Terhune, for the plaintiff, declares he was prepared to prove that subornation of perjury had been practiced by the city's lawyers. The jury had just been dismissed when Judge Goggin arose and, in a voice trembling with suppressed feeling, said: "I want you, Mr. Terhune, to write up the evidence for the city. Jury-riding is bad enough, but such a monstrous state of affairs as was disclosed in this trial I never imagined."

City Clerk Van Cleave has made his annual report of the receipts of his office to Comptroller Wetherell. It covers the period from April 9, 1905, to April 30, 1906, and has as follows: Transfers of licenses of all kinds, \$3,442; duplicate dog tags, \$110.25; certified copies of records, \$1,803.05; total, \$5,355.30. Heretofore it has been the custom for the City Clerk to make his report of receipts at the end of his term of office. Clerk Van Cleave, however, at the request of Comptroller Wetherell, has made his report for the last year. The money has been paid to the City Treasurer.

Company A of the Ninth battalion will give a May festival at the armory, 30th street and Michigan avenue, Monday night. Among the features of the evening's program will be an exhibition drill by one of the companies of Battery D. There also will be a musical program by a colored singing society and by the battalion's band.

War is still being waged on the union loop in Van Buren street. The Council committee on railroads will meet to consider the ordinance and also a lengthy petition signed by Levi Z. Leiter and thirty-four other property owners, objecting to the frontage petition filed by the company in support of the ordinance. The document details the names of those who are alleged to have sold their consent to the construction of the loop. The petition alleges that consents for 2,085 feet were purchased from owners of the fees and 751 feet from tenants and lessees and 884 feet from railroads. It is asserted that if the committee acts in accordance with the decision recently rendered by Judge Payne and rejects the frontage petition, that the company will lack a majority, and in consequence the Council could not give them a valid ordinance.

Hon. Oscar L. Dudley, independent candidate for the Legislature in the Second Senatorial district, is making a most thorough canvass for votes. His petition now has several thousand signatures. Consequently Mr. Dudley is much elated and feels that he is certain to be elected. Kirk N. Eastman, of the Tenth ward, is also running independent, and it is said that between him and Dudley they are bound to make life miserable for Gustavus Nole, the machine candidate.

Fire Marshal Swenke has submitted his annual report to the Council. The work covers the year 1905 and is bound in red and neatly printed. There are 100 pages of solid statistics and meaty information, and occasionally one finds in the arid columns of figures a curious fact or two. The list of fire causes is the star role, of children playing with matches. Explosions are numerous and costly, whether of gasoline stoves or lamps. Spontaneous combustion was responsible for seventy-six fires, while incendiaries were suspected in 105 cases. Thawing water pipes was a fruitful cause of blazes. There were two dust explosions, and tramps caused about the same number of conflagrations that Christmas trees did. Chief Swenke asks for seven more engines and houses for five of them. The report shows an enormous increase in the number of miles of water mains and an addition of eighty miles of wire to the telegraph service. The cost per capita of the fire establishment was but 90 cents last year, a less sum than for fifteen years past. While the number of companies has increased every year, now being 108, the cost per citizen for the protection has steadily diminished. On the other hand, there was a greater

number of fires than in any past year and also a greater number in which the loss exceeded \$50,000. The percentage of loss in the big fires was greater than for the last two years, but lower than the average. The loss per capita was less, but the figures are based on a population of 1,700,000. Under black rules in the center of the book appear the names of four members of the department killed in the fire in the Kub, Nathan & Fischer building on Van Buren street, Nov. 22.

The Democrats of the Twelfth ward are talking of nominating Mr. Wm. E. Harris for County Commissioner. Mr. Harris is one of the brightest and most popular Democrats in the ward, and has the ability and integrity to make a first-class County Commissioner. His friends in the Twelfth Ward and throughout the city are legion, and he would as a candidate strengthen the ticket. Mr. Harris is at present employed by the Board of Education.

The Central American States, Salvador, Nicaragua, and Honduras, have at last united under one flag, and will henceforth be known as the "Republica Mayor de Centro America." The consolidated republic will have an area of 105,845 square miles (Honduras 47,000, Nicaragua 40,500, and Salvador 7,255), and a total population of about 1,577,000, in round numbers as follows: Honduras, 450,000; Nicaragua, 350,000; and Salvador, 777,000. The new republic would have been still stronger had it included Guatemala on the north and Costa Rica on the south. In that case the total area would have been 190,242 square miles (Costa Rica 23,000 and Guatemala 63,397), and the total population about 3,527,000 (Costa Rica 250,000 and Guatemala 1,250,000). Such a union, embracing all the Central American States, they would have had a stronger credit, an increase of interstate commerce, and a speedy development of railroads, as well as of their native resources. Guatemala, however, has always been hostile to the consolidation scheme, being much the most powerful of all the States. Indeed, the present union may be regarded as one of mutual defense against their warlike and powerful neighbor.

In the recent city election in Milwaukee the wheelmen carried the day. There is no bicycle ordinance in that city; and as it is necessary that some law be passed to regulate the use of the popular vehicle, the wheelmen supported and elected candidates for Councilmen who will make the law favorable to their interests. This event suggests several reflections. The bicycle is now used by so many people, men and women, that they are entitled not merely to toleration but to protection, and also to accommodation. In most towns they are excluded, properly, from the sidewalks constructed originally for persons on foot. But when they are sent into the roads, which were constructed for horses and wheeled vehicles drawn by horses, they become entitled to fair treatment there. Fair treatment implies two things: First, as they are the later comers they must conform to the "rules of the road," which were framed for the safety of all travelers in the road. They should always meet a team by turning to the right; they should always pass a team on its left. Second, the time is coming, if it has not come already, when there should be a partial separation of bicycle and horse travel, as there has been of horse and pedestrian travel. Gradually, but surely, there will come a system of establishing a separate wheelway between the ordinary road and the sidewalk—on all country roads and the two sides of the road. From this way drivers and riders of horses will be excluded, except in case of necessity. It will be made thoroughly and kept smooth and even; and teamsters will not be allowed to cut it up. When all this has been done the ordinary perils to bicyclists will be reduced to one—the recklessness and roughness of the "scorchers," who ought to be arrested and punished every time he "scorches."

The death of Col. John T. North, at London, removes another of the figures which stood prominent in the nineteenth century romances of fabulous wealth. Like the founders of the great fortunes of the Vanderbilts, the Goulds and the Astors, Col. North started out comparatively empty-handed. Fate turned him toward South America, and that element of enterprise or foresight which enabled him to lay the foundations for an immense fortune, secured through control of the "nitrate beds." He became the "nitrate king" and a figure of immense importance in the finance world. One by one the great pioneers among modern millionaires are dropping away, and in the next century probably will have the interesting task of watching what becomes of their fortunes. Jay Gould, Commodore Vanderbilt and the pioneer Astors have gone. Almost all of those proprietors of immense fortunes who, like Col. North, made their money by their own efforts are far from young men now. In the cases of the American rich men, the money has descended in regular course through the family, divided, occasionally, as one or another heir insisted upon separating his own allotment from the mass of invested wealth which constituted the family fortune. In a few instances the family wealth has been partly dissipated by thriftless sons or drawn away for the endowment of titled sons-in-law. But the bulk of the vast fortunes remains. The history of these isolated heaps of wealth through the third, fourth and fifth generations is going to be very interesting.

The late George Munro, who may be said to have introduced popular literature in this country at cheap prices in his Munro Library, made money by means that a great many rival publishers considered illegitimate. However that may be, he made good use of his wealth thus acquired. He endowed professorships of physics, literature, philosophy, history and constitutional law in our colleges, and made gifts for scholarships and other purposes, so that his total benefactions aggregated nearly \$500,000.

The "Czwarty Pulk Ulanow Polskich Pod Opieką Matki Boskiej Częstochowskiej of Buffalo" has just been incorporated, but we can't imagine how it was done.



MR. FREMONT HILL.

The Able Engineer Talked of to Succeed Isham Randolph as Engineer of the Drainage Board.

Soon after the last election it was generally believed that important changes would be made in the personnel of the engineering corps in charge of the work of constructing the Drainage Canal. While none of these changes have yet been made it is persistently said that the matter has been delayed only and may be taken up at any moment. With equal persistence, from the time these changes were first mooted up to the present, it has been asserted that the successor to the present chief engineer would be Mr. Fremont Hill, of the firm of Hill and Enright, engineers in this city.

The Drainage Canal ranks among the greatest and most important engineering works known to modern civilization. In addition to the material difficulties and problems to be met and overcome others, due to the political, financial and local conditions under which the work must be carried on, make it a matter of prime importance that the chief engineer should not only be thoroughly competent from the technical point of view, but should possess great executive ability and a perfect comprehension of the peculiar factors entering into the task he undertakes. He should be intensely practical and intent upon completing the canal at the earliest possible day at the minimum expenditure of money.

Those who are best acquainted with Mr. Hill say that he fulfills all of these requirements and refer to his record in support of their contention.

Fremont Hill was born in Cincinnati, Ohio, June 10, 1863, and is therefore 33 years of age. His father, Alfred Hill, was well known as the largest contractor in the State. His maternal grandfather established the first great academy west of the Alleghany Mountains. Up to the age of 18 young Hill attended the public schools, graduating with honors in 1881 from the Hughes School. He had early resolved to take up the profession of engineering and in the interim between examination and commencement day eagerly embraced an opportunity of practically entering upon his chosen work. He had pursued a course of practical engineering at school and was offered a flattering position on the Cincinnati Northern Railroad, then under construction. He was desirous of knowing his profession thoroughly, however, and by his own request was appointed an axeman under Division Engineer George Dorr. This piece of work lasted until the following February, and while his late school companions were enjoying the honors and applause of commencement he was making steady progress in the field. Since then the Hughes School has forwarded him a special diploma. He went through all the steps, becoming chairman, levelman and transitman before ten months had passed.

Even in this short period he had given such evidences of ability that the moment the work was completed he was appointed one of the division engineers of the New Orleans and Northwestern Railroad. In this position he was engaged on the construction of the great bridge across the Pontchartrain swamp, the longest piece of trestle construction in the world, being twenty-two and a half miles in length. The work was difficult in the extreme, and when it was finished the young engineer, not yet 21 years of age, was broken down by the frightful fevers caught among the swamps.

He returned to Cincinnati for the winter. In the following spring he went to the republic of Mexico to take charge of the mountain division of the Tampico branch of the Mexican Central Railroad. Yellow fever broke out among the engineers and workmen and although Hill wished to reorganize a force and continue the work the railroad people decided to abandon it at that time. His next field of work was in Florida, where he laid out several towns. Soon after this he went to Colorado, having been appointed assistant inspector general of surveys for the southwestern district of the United States. At the end of his term of service in this position Mr. Hill purchased a sawmill property in Colorado. His adventures at this time were many and exciting. He is perhaps the only man in the world who ever saw an avalanche at close range, from its birth to its destructive end, and lived to tell the tale.

Leaving Colorado he went to California, having been called to San Francisco to consider propositions to undertake important work on the Panama canal. Although flattering offers were made to him, he preferred to remain in the United States and accepted the position of locating engineer on the Chesapeake and Ohio Railroad soon after being made division engineer on the same work. His work at this time, the completion of twelve miles of exceedingly difficult railroad building along the south bank of the Ohio river, in Kentucky, in less than six months and many months before any other section of the road was finished, marks his great energy and ability. He was later assistant locating engineer on the Ohio and Northwestern Railroad with Capt. Stach.

The gas fields at Findlay, Ohio, attracted his attention next, and his investments and work in that territory were financially successful. Being desirous, however, of active work in his profession, it was not surprising to find him abandoning the speculative for the active field. He had long looked toward Chicago as the best field for his energies, and accepted the position of track engineer of the Santa Fe Railroad, in which position he remained until the completion of the road. He was then appointed by Mayor Roche assistant city engineer, having in his charge the south division of the city. At the close of his term of office he opened offices in Chicago and has continued up to the present in business for himself. Foreseeing the rapid growth of the suburban towns of the city, he paid particular attention to the engineering needs of these communities and the water works, sewers and streets of some of the loveliest of Chicago's suburbs are his handiwork. Among others may be mentioned West Auburn, Maywood, West Pullman, Wilmette, La Grange and Grossdale.

Mr. Hill is a fine specimen of young American manhood. He stands over six feet in height and is in the pink of physical condition. His personality is charming, and it is difficult to know him for an hour without yielding him friendship. His practical work in the field has been supplemented by careful studies, and he is so thoroughly equipped in his profession that during the past few months he has been in serious correspondence with the authorities of the Russian empire in regard to undertaking the difficult mountain work on the trans-Siberian Railroad, the construction of canal and irrigation works and general engineering development of that country. He still professes, however, to remain in the United States, and confidently expects to win as great and lasting a renown here as could be gained abroad.

Early in 1893 Mr. Hill married Miss Edith Brumker, of Lancaster, Pa., and lives in a charming home in the village of La Grange that he has so greatly helped to beautify.

As indicating the confidence reposed in his good judgment and executive ability it may be mentioned that during the terrible riots of 1893 in Cincinnati Mr. Hill was placed in command of a battery defending the jail, and for a week protected that institution, the objective point of the rioters, although the adjoining court house was meantime burned to the ground. He has two brothers, both older, of whom the eldest, Alfred, is a retired lawyer and capitalist in Cincinnati, and the other, Frank K., is lieutenant in the United States navy, being now stationed on the U. S. cruiser New York.

Orange groves in Central Florida that were cut down to the ground by the cold waves are now showing a new growth eight to ten feet high. The shoots have been budded with choice fruit, and by next year the trees will be nearly as large as they were before the freeze.

There are people using Dobbins' Electric Soap to-day who commenced its use in 1895. Would this be the case were it not the purest and most economical soap made? Ask your grocer for it. Look out for imitations. Dobbins'.

The Chicago and Alton Can Send Winter Tourists In Through Pullman Sleeping Cars.

To California through sunlit, verdant fields perfumed with the delicious scent of oranges and roses; to Hot Springs, Ark., via the shortest and most comfortable route; and to Texas via the most direct and popular line. All points in the republic of Mexico are best reached via the Chicago and Alton.

It affords pleasure to Mr. Robert Somerville, General Agent Passenger Department, 101 Adams street, Marquette building, Chicago, Ill., to quote the lowest rates and arrange satisfactory itineraries for winter tours. Write to him to-day.

C&A